

Oct. 25.

THREE OF NORTH BAY FLEET HOME

Fares Range From 55 to 135 Barrels of Large Fat Mackerel.

Others of the Fleet Reported on the Way Home.

The advance guard of the North Bay mackerel fleet arrived home yesterday, three vessels, schs. Indiana, Marguerite Haskins and Ralph L. Hall, being the crafts in. Two of the little ones of the fleet have previously come home and there are now 17 sail of the fleet left down there, all but two, schs. Priscilla Smith and Patrician, which are up off East Point, being down off North Sydney, C. B. Some of the latter bunch are reported to be coming along and are expected in a day or two.

The crafts yet to arrive are schs. John M. Keen, Clintonia, Parthia, Priscilla Smith, Pinta, Judique, Arthur James, Patrician, Diana, Veda M. McKown, Lena and Maud, Annie Greenlaw, Electric Flash, Dauntless, Victor, Mary E. Harty and Emily Cooney.

The captains of the vessels arriving yesterday report that the weather off North Sydney of late has been bad and blowy, but previously they had several fine days and some of the crafts did quite well, there being apparently quite a lot of fish there. One of the crafts coming up the Cape Shore during the recent bad weather saw two or three schools which might have been mackerel, but it was too rough to put over the boat and make a set and ascertain just what they were. Just before leaving off North Sydney the captain of one of the vessels reported having a fine night for fishing and "owled" all night but did not see a fish.

Fish Fat and Large and in Good Order.

Sch. Indiana has 135 barrels of salt mackerel, sch. Ralph L. Hall, 50 barrels and sch. Marguerite Haskins, 55 barrels. The captains report the fish all large and fat and in fine order and vessel ploughed.

Oct. 25.

Glacier Ice to Preserve Halibut.

The Pacific halibut schooners, which during the summer have been fishing off Cape Flattery and the British Columbia shore, are now many of them in Alaskan waters. The halibut fishermen in the smaller schooners are unable to weather the storms of the cape and Vancouver coasts during the winter, and therefore spend their time in the protected waters of the inside passage to Alaska. They combine with each other, and two or three obtain rows for boxing the fish. The crew in dories catch the halibut and deposit them on the scows, where they are boxed in ice from the glaciers.

The fishing ground is only a few miles from Davidson glacier, one of the best known and most beautiful active ice rivers in the north. Instead of going to the expense of manufacturing their ice by artificial means, or having it shipped from some port, the fishermen detail some of the men to go to the glacier, where there is always a collection of icebergs floating toward the open sea. This is taken in tow and crushed on the scow to be packed with the fish after they are cleaned. While there is little scientific data obtainable on the subject, it is declared by the fishermen that the glacial ice has some peculiar properties, derived either from the extreme purity or from its exposure to salt water, which acts as a special preservative for the fish and keeps them in better condition than ordinary ice. This, however, is more than likely a marine delusion.

Some Notes of Lesser Moment.

Drifters from the eastern part of Yarmouth, N. S., county are getting considerable quantities of mackerel. The nets were also doing well as a rule. The prospects are good.

American smack Pride of the North has finished lobster fishing off Seal Island, N. S., for the season. The crew made a fine stock.

Oct. 25.

PORT OF GLOUCESTER. Fishing Fleet Movements.

Sch. Margaret was at Canso, N. S., Thursday and schs. Judique, Lucinda I. Lowell and Pinta at that port on Friday.

Portland Fish Notes.

Nearly 30,000 pounds of fresh hake was received here Thursday, the sum total of the fares brought in by the schooners Fanny Reed, Albert D. Willard and Angie B. Watson. This was practically all the fresh fish brought in during the day.

Over 1500 barrels of herring have been landed in Portland during the past three days, and it is reported that the little fish are very plentiful in the upper bay. Several small steamers, motor boats and vessels are engaged in the catching of the fish, and every day many are seen landing their fares at the wharves along the water front. As in previous years, the fish are being caught with seines, and all the fishermen report excellent luck in landing big fares. The size of the fish is about the same as in seasons past, but the fishermen claim that the fish are more solid than ever before. Most of the fishermen are selling their fish to the Portland Cold Storage Co., but several smaller dealers are buying large quantities. One little steamer, the E. N. Brown, had 140 barrels Thursday. A big demand is noted for herring for bait, and the storage company will freeze up an immense quantity.

The schooner Ariadne arrived here Thursday from Tiverton, N. S., with 700 quintals of fish for Lord Bros. This is the schooner due several days ago, but no apprehension was felt, as she had been reported from a number of ports.

Not for a long time have the prices for fresh fish in this market soared so high as at present. The rough weather prevailing outside for most of the time the past week has rendered fishing very difficult, and only a small proportion of the fares landed have been cod and haddock, those two being the kind mostly in demand. As a consequence, haddock was selling Thursday in this market at six cents per pound at wholesale, with cod only a little lower. Fishermen along the coast report dogfish in plenty, and they have had more trouble from them this year than ever before.

Steamers Elthier and Bonita are in port.

Got After Illegal Fisheries.

The Canadian government steamer Petrel, Capt. Barkhouse, made a scoop of illegal traps and lobsters at the Tuskets on Wednesday of last week. Suddenly appearing on the ground, she steamed slowly down through the islands, while her boat, scouting round, hauled up and smashed 30 traps, discovered five anchored crates and let loose from them 1000 lobsters, came upon a man in a dory tending gear, and chased him ashore on Frenchman's Point, where he took to the woods, leaving his boat to be seized. This is pretty good work for the time of the year; but illegal fishing is a thing of old in that region.

Skates Eat Lobsters.

A discovery was made in cutting up skates at the dogfish works at Clark's Harbor, N. S. They were found to contain lobsters that had recently shed their shells and were in a pulpy state when gobbled up. Manager Symonds says that out of a large number handled, every fish had a lobster inside, and many of them four or five. It was suspected that skates preyed on the soft shells, but the extent is truly surprising. This side line of the reduction works may thus render important service.

Working for Dogfish.

Within the past week, shoals of dogfish have made their appearance on the Cape Shore and the Clark's Harbor, N. S., works are constantly employed on the catches. The Nelson brought 16 tons from Cape Negro on Saturday. The local receipts were large, Samuel Hopkins landing in one day 2500 pounds. Several boats trawled specially for dogfish, with like success. They are the biggest specimens ever seen at Clark's Harbor, averaging over eight pounds.

New Canadian Smoking Concern.

Messrs. Kenney & Killam, at Kelley's Cove, N. S., have made a fair start in their new business, and find it necessary to enlarge their business. They have put up a new building, 25 by 30 feet for salting, with a cutting loft above. Their specialties are boneless cod, finnan haddies and smoked herring. The Yarmouth Bar boats will fish for them in future.

Oct. 25.

FISHERIES OF THE ALASKAN REGION

Report Admits That Western Cod Is Sold Under a Bogus Label.

Halibut Fishery One of the Important Lines Up There.

The annual report of the Alaska fisheries made to the Bureau of Fisheries by Millard C. Marsh, agent of the salmon fisheries and John N. Cobb, assistant, has been issued by the Bureau the past month and contains much of interest regarding the cod and halibut fisheries to the fisheries people of the east.

It is noticeable that the report refers to the prejudice against western cod in eastern markets and cites that it is used under eastern labels and the consumer none the wiser. From the report the following excerpts are made:

The Cod Fishery.

All the firms and individuals operating in the district for cod exclusively have their headquarters at San Francisco, Cal., and Seattle, Ana-cortes or Tacoma, Wash., at which places or in their immediate vicinity the kench-cured fish are received and prepared for marketing. Most of the operators have shore stations, located at favorable places in Central Alaska, from which the dory fishermen carry on their fishery operations, bringing in their catch daily. When sufficient kench-cured fish have accumulated to form a cargo, a vessel is dispatched from the home port, or else a fishing vessel completes its fare from the station catch and carries the fish to the curing establishments on the coast. A small fleet of vessels also visits the banks, mainly in Bering Sea, where safe harbors in which shore stations can be established are few.

A few true cod, known locally as gray cod, are caught in the sounds and straits of southeast Alaska each season; but as they are much smaller than the western cod, and are only taken incidentally in other fisheries, those secured are pickled.

E. A. Smith of Seattle, Wash., has invented a method by which the bones of cod are reduced to a pulp and the product put up in hermetically sealed cans. It is the belief of the inventor that the product can be used in making codfish cakes. If this product proves salable, it will furnish a market for a part of the Alaska fish which is at present thrown away.

Early in the season coast prices on codfish broke very sharply, largely because of the impracticability of moving the prepared products after the ruling of the federal authorities against the use of borax as a preservative in shipping. Prices became better a month or two later, however, when it was ruled that borax could be used provided the packers distinctly labeled the packages with directions for the removal of the preservative.

The prejudice in the eastern markets against Pacific cod, traceable largely to the business jealousy of eastern dealers, is rapidly wearing away as the excellent quality of the western product is becoming better known. Frequently in the past when the eastern dealers have been faced with a shortage of cod they have purchased Pacific cod and packed it under eastern labels, and the consumer has been none the wiser.

The stormy weather of last winter and spring interfered considerably with dory fishing from the stations, but fairly good catches were made after the weather settled, early in the summer.

Statistics.—The table below shows the condition of the industry in 1908. In addition a total of 227 men were occupied in the industry, all in central Alaska, 187 of them fishermen, 27 shoresmen, and 13 transporters.

Products of the central Alaska cod fisheries in 1908:

Products	Round		Value
	weight	weight	
	Lbs.	Lbs.	
Cod, salted..	5,354,666	3,766,000	\$131,810
Cod, p'ck'd.	3,733	2,800	143
Cod tongues, salted		21,800	1,962
Total	5,358,399	3,790,600	\$133,915

Vessel fishing.—A fleet of 17 vessels, with headquarters in California and Washington, operated in Alaska waters this year, several of them having spent the winter of 1907-8 in the north.

The winter and spring months were unusually stormy, however, and there were long periods when little or no fishing could be done. Early in the spring the rest of the fleet arrived, and until early in June operated in the North Pacific off the Shumagin and Sannak Islands. Most of the vessels then entered Bering Sea and fished there the remainder of the season, with a poor catch in June, but very good luck in July.

This year the Robinson Fisheries Company, of Anacortes, very materially increased the pay of its fishermen. Men catching more than 10,000 fish received \$30 per thousand; those catching 8,000 and under 10,000, \$27.50 per thousand; less than 8,000, \$25. No fish less than 28 inches in length was counted.

The vessels from Washington operating in Alaska waters caught 1,103,500 fish, while those from San Francisco caught 805,403, a total of 1,908,903 fish. In addition, a fleet of three San Francisco vessels operated in the Okhotsk Sea and caught 445,000 fish.

The Halibut Fishery.

This excellent food fish continues to occupy a prominent place in the commercial fisheries of southeast Alaska and would make an even better showing in the statistical tables could the catch of the Puget Sound fleet of sail and power vessels made in local waters be included. Owing to the fact that the fishing grounds of central and western Alaska are too remote for fresh shipments with the present steamship facilities in those sections, the fishery is restricted to southeast Alaska. It is very probable that halibut would be found as abundant in central and western Alaska as in the southeast, if not more so. In winter, when the halibut is chiefly sought, storms are numerous and places of shelter infrequent, so that even in southeast Alaska the fishery is practically restricted to the straits and sounds formed by the numerous islands. Investigation has shown, however, that halibut occur in abundance in the ocean off Chichagoff and Baranof Islands, and the mainland between Cape Spencer and Yakutat Bay, and it is extremely probable that other banks would be found if search was made. The dangers of open-sea fishing will doubtless eventually be disregarded as now in the codfishery.

During the winter of 1907-8 and the following spring the fishermen made very good catches and received remunerative prices, as high as six cents a pound being paid in Seattle at times. All halibut caught in Alaska, except those taken by the large steamers, are shipped to Seattle on the regular steamers plying between the latter place and ports in southeast Alaska, and as most of these shipments occur during the fall, winter, and spring months, when other shipments are light, it is a profitable business for these boats, whose owners make every effort possible to aid the shippers by increasing their facilities as needed.

Early in the summer of 1908 the New England Fish Company, an American corporation which at present operates from Vancouver, British Columbia, began the erection of a large plant at Ketchikan, which it hopes to have in operation early in 1909. It is intended to handle not only halibut, but also salmon, black cod, herring, etc.

The United States signal service has now established a wireless station at

Products.	
Halibut, fresh	
Halibut, frozen	
Halibut, fletched	
Total	

Puget Sound fishing fleet.—A fleet of Puget Sound power and sail vessels visits southeast Alaska during the months from October to March, when, owing to stormy weather and a scarcity of fish, it is not safe nor profitable to visit the fishing banks near their home ports. This fleet makes its headquarters mainly at Petersburg, at the head of Wrangell Narrows, shipping the catch home from Scow Bay near by via the regular steamship lines. During 1908 it comprised 15 power and 10 sail vessels (a decrease of five sail vessels as compared with 1907), with a net tonnage of 387 tons and a value of \$50,850. This fleet was manned by 166 men and used 69 dories and \$5,860 worth of trawl lines. The catch amounted to 1,527,674 pounds, valued at \$59,255, a considerable decrease as compared with 1907. None of the above data is included in the statistical tables of this report.

This fleet is steadily decreasing. Each season more and more of the vessels remain in Alaska for the year, some being put into summer quarters, while others engage in the salmon industry and thus become local vessels.

An ever-increasing fleet of steamers from Puget Sound and British Columbia fishes occasionally in Alaska waters, but it has been found impos-

Products.	
Herring, fresh, for food, pounds	
Herring, fresh, for bait, barrels	
Herring, salted, for food, barrels	
Herring, salted, for bait, barrels	
Total	

Petersburg, bringing this headquarters of the halibut fleet in direct communication with Puget Sound, and obviating the former necessity of sending messages to Wrangell by mail and thence by wire.

But little halibut fishing is carried on in Alaska during the summer months, as halibut is then coming into Puget Sound ports in abundance from the fleet operating off Cape Flattery, Washington, and the fish, moreover, are in the deeper waters, where they are more difficult to catch. The price is low, also, at that time. A few local vessels make short trips and fletch their catch, but the low prices received for fish prepared in this way during the past two years offer little inducement to the enterprise.

A considerable part of the Pacific coast halibut is shipped to points east of the Mississippi River, Chicago, New York, and Boston being the principal distributing centers. The demand from the coast, however, is showing a most healthy growth, and will eventually take the greater part of the catch. Dealers located at Tee Harbor, Hoonah, Juneau, Douglas, Petersburg, Scow Bay, Wrangell, and Ketchikan handle the fish from the fishing boats. Scow Bay, which is on Wrangell Narrows, about five miles from its head, is the principal shipping point. Here are moored several large house scows and floats, alongside of which the fishing boats tie up and deliver their catch to be boxed in ice for shipment and put aboard the regular steamers for Seattle, which pass through the Narrows every few days.

In addition to the fleets of power and sail vessels operated by white men from the various ports, Indians in small boats do considerable fishing each season. As they catch salmon during the summer, however, and but few of them can be persuaded to start halibut fishing until the money they have made in salmon fishing has been spent, which is generally not until after the holiday season, they lose two of the best months of the season. They abandon this fishery, moreover, as soon as king salmon become abundant early in the spring. Their own interests suffer by this, as they are better posted than most of the white fishermen as to the location of the smaller fishing banks, and if they would give serious and undivided attention to the halibut during the winter months, their returns would be as great if not more, than they earn during the summer salmon fishing.

During 1908 there were 395 persons employed in all branches of the halibut industry, an apparent decrease of 64 as compared with 1907. The decrease is termed apparent because many of the Indians spent more time fishing for king salmon than for halibut, and have been counted in the former fishery, where the greater results were accomplished. The number of steamers and launches fishing increased nine over 1907, while the number of sail fishing vessels decreased one, and the transporters two. The total investment has more than doubled in value. The catch shows a gain of 1,174,388 pounds and \$33,791 over 1907.

Round weight.	Dressed weight.	Value.
Pounds.	Pounds.	
4,559,427	3,643,542	\$144,419
958,360	766,688	25,194
144,219	115,375	4,929
5,662,006	4,525,605	\$174,542

sible to secure accurate data as to their catch taken in this region. These vessels return to their home ports as soon as a full fare has been secured.

The Herring Fishery.

At times herring were very abundant in southeast Alaska, while in central Alaska nearly every bay in which there is eel grass was filled with them, some of these when packed running 240 fish to the barrel. Owing to the low prices realized for Alaska-cured herring and the high freight charges from central Alaska points, but few were shipped out of the district this year. The only hope, apparently, for the herring fishery in central Alaska is that the codfish men who already have curing stations for handling cod, and a fleet of transporters will take it up, but they will not probably find it attractive at the present unremunerative prices. The establishment of smoke-houses has been suggested, but this would be feasible in central Alaska only if the cod dealers took it up. In southeast Alaska the greater part of the catch is either prepared as fertilizer and oil, or used as bait in the halibut fisheries, but few herring being shipped out of the district for food.

Products of the Alaska herring fisheries in 1908:

Total.	
Quantity.	Value.
10,000	\$300
3,350	5,020
1,030	7,750
4,355	10,580
	\$23,650

THE STEAM TRAWLERS.

St. Pierre Consul Gives Detail of Their Operations.

Consul Douglas Jenkins of St. Pierre, Miquelon, in stating that more than 30 steam trawlers have been fishing on "banks" the past summer, gives the following details of their operations:

"Last year there were only eight or 10 such fishing vessels. These steamers all fly the French flag. Agents at St. Pierre for the trawlers say the catch up to the end of August was not satisfactory. However, it will not be possible to obtain any definite information until the government statistics appear toward the end of the year. If this season has not been a good one for the trawlers, conditions were evidently more satisfactory last year, judging from the vast increase in the fleet.

"The steam trawlers seen in these waters come direct from France. They average 250 tons, though some are much larger. The vessels are built of iron or steel and are of moderate steamer design. The bows, however, are unusually high; the freeboard comparatively low. The average speed is probably 10 knots. The smaller steamers carry crews of 20 men; the larger sometimes employ as many as 40 men. For the most part these men are engaged in handling the fish, which are cleaned and salted as soon as they as they are taken from the nets.

"The Grand Banks proper (Those lying southeast of Newfoundland) are

rocky and of an uneven surface and it is said the trawlers cannot work there to advantage. The best fishing grounds for the steam trawlers are said to be Quereau bank, off the Nova Scotia coast and around Sable island. The trawlers fish at night as well as in the daytime.

"Compared with the fishing schooner, the steam trawler is a rather expensive vessel, and to be a paying investment, must be kept in commission the greater part of the year. The French owners accomplish this by sending their vessels from one fishing ground to another as the season changes. Some of these trawlers were engaged in the waters off the coast of Iceland last spring. In the autumn the vessels return to the French coast and Algiers. Later one may see them down the west coast of Africa. Many of them remain in French waters, engaged in the fresh fisheries the year round.

"In St. Pierre where only sailing vessels are engaged in the fisheries, there is some prejudice against the steam trawler. This feeling is also said to exist in Newfoundland, and in Nova Scotia owners of sailing vessels have tried to prevent the French steamers coaling at Sydney, with the hope, probably, of driving them from North American fishing grounds. The French trawlers have been getting coal at North Sydney. They come to St. Pierre at intervals to land their fish and take on supplies. It is not improbable that next season some of them will coal here also, taking the fuel from cargoes brought to St. Pierre in sailing vessels from Sydney."

STORM BRINGS MANY ARRIVALS.

Several Cargoes of Cured Fish Came From Maine Ports.

There has been quite a variety of arrivals at this port since last report, about every kind of fish except halibut showing up in greater or less volume. The easterly had the effect of bringing some of the offshore fleet and bay seiners along, while a large number of the market fishing fleet also came in just for harbor, and will sail again as soon as it is fair weather.

Saturday afternoon four of the cured fish fleet from Maine ports, which had harbored at Portsmouth the day before, came along with cargoes of from 800 to 1000 quintals each, thus materially swelling the receipts. The schooners were Myra Sears, John B. Norris, Mabel and Moses B. Linscott and more are reported on the way for here.

Yesterday the big gasoline auxiliary knockabout Benjamin A. Smith came in from Georges with 30,000 pounds of new haddock. Sch. Mystery, from Quero bank shacking, brought in a good fare, and toward night, sch. Cynthia came along with a fine catch from the same ground. But for the fact that this craft had to go to land for medical attendance to her skipper, Capt. Geoffrey Thomas, who was quite ill with rheumatism, and thus lose several days, she would have duplicated her other big catch of over 200,000 pounds of salt and fresh cod. As it is, she has 160,000 pounds and the medical attendance at Canso benefited Capt. Thomas so much that he is now quite improved in health.

Schs. Volant, Pauline and James A. Garfield are all in from Georges handling with from 200,000 to 40,000 pounds each of salt cod, the latter having the smaller amount, having to leave good fishing and come to port because of springing a leak a few days ago while on the fishing ground. The leak was just bad enough to bother the voyage and make it unwise for the craft to hang on on the ground.

Sch. Nellie Dixon of the shore fleet, came in yesterday with eight barrels of salt mackerel on board, and this morning got underway for Boston.

During yesterday, also three of the North Bay seining fleet, schs. Indiana, Marguerite Haskins and Ralph L. Hall, with fares of from 50 to 135 barrels each of salt mackerel, arrived home and their report will be found in another column.

Sch. Rose Standish came in this morning with a good catch of pollock and went to the splitters.

The arrivals and receipts in detail are:

Today's Receipts.

Sch. Mystery, Quero Bank, 90,000 lbs. fresh cod, 25,000 lbs. salt cod.
Sch. Benjamin A. Smith, Georges, 30,000 lbs. fresh fish.
Sch. Mary E. Cooney, shore.
Sch. Manomet, shore.
Sch. Tecumseh, shore.
Sch. Vanessa, via Boston.
Sch. Indiana, North Bay, 135 bbls. salt mackerel.
Sch. Ralph L. Hall, North Bay, 50 bbls. salt mackerel.
Sch. Marguerite Haskins, North Bay, 55 bbls. salt mackerel.
Sch. Nellie Dixon, shore, 8 bbls. salt mackerel (went to Boston).
Sch. Pauline, Georges, 40,000 lbs. salt cod.
Sch. Volant, 30,000 lbs. salt cod.
Sch. James A. Garfield, Georges, 20,000 lbs. salt cod.
Sch. Cynthia, Quero Bank, 130,000 lbs. fresh cod, 30,000 lbs. salt cod.
Sch. Myra Sears, Maine port, 800 qtls. cured fish.
Boats, 60 bbls. fresh herring.
Sch. Sylvia M. Nunan, shore.
Sch. Flora J. Sears, shore.
Sch. Emily Sears, shore.
Sch. Rose Standish, shore.
Sch. Priscilla, shore, 9000 lbs. pollock.
Sch. Lillian, shore.
Sch. Little Fanny, shore.
Sch. Stranger, shore.
Sch. Sadie M. Nunan, shore.
Sch. Priscilla, shore.
Sch. Helen B. Thomas, shore.
Sch. Lafayette, shore.
Sch. Ida S. Brooks, shore.
Sch. Georgianna, shore.
Sch. Catherine D. Enos, shore.
Sch. C. A. Dolliver, shore.
Sch. Hattie F. Knowlton, shore.

Vessels Sailed.

Sch. Hockomock, haddock.
Sch. Nellie Dixon, Boston.
Sch. George E. Lane, pollocking.

Today's Fish Market.

Cape North salt cod, large, \$3; mediums, \$2.75.

Outside sales, fresh western cod, large, \$2, market, \$1.65; haddock, 65c and 67 1-2c.

Outside sales fresh eastern cod, large, \$1.60; medium, \$1.40.

Outside sales salt Rips cod, \$3.60 per cwt. for large and \$3.25 for mediums. Salt dory handline codfish, large, \$3.25; mediums, \$3.

Round pollock, 55 cts. per cwt. Outside sales of round pollock, 60c per cwt.

Bank halibut 12 cts. per lb. right through for white and gray.

Small lots fresh halibut, 19 cts. lb.

Flitched halibut, 8 1-4 cts. per lb.

Salt large shore mackerel, rimmed, late caught, \$38 per bbl. for large and \$22 for medium.

Board of Trade prices:

Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, large, \$3.75; medium, \$3.25.

Dory handline salt cod, large, \$3.25; medium, \$3.

Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large; \$1.20 for medium, and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

Oct. 25.

FISH PLENTIFUL AT BOSTON.

But Supply of Haddock and Cod Is Small.

With something like three-quarters of a million pounds of fresh fish in 26 trips, and over half of the receipts being hake and pollock, which are in very light demand and bringing practically splitting prices, the T wharf dealers have none too much market goods in the haddock and cod lines to supply the Monday morning demand and for that reason, together with the bad weather, trade is brisk and good prices prevail on the desired goods.

Nine of the pollock fleet were at the wharf when the bell rang, having 160,000 pounds among them and beside this there was more than enough pollock in the fares of the market vessels in. Only a few were sold early and the chances are that most of the "ministers" will find their way to the splitting tables here.

Some large hake went for \$1.50 but the most sold at splitting prices to clean up. New haddock brought from \$2.75 to \$3.50 with codfish all the way from \$3.00 to \$5.00, so that many of the vessels there will profit well.

Sch. Teazer, Capt. Peter Dunskey, had a fine catch, 17,000 pounds of new halibut and some fresh and salt cod to help out with. The halibut will bring a fine price.

Of the market fleet in sch. Raymah, with 68,000 pounds, is high boat. Schs. Georgianna, Robert and Arthur, Mary C. Santos, Rose Dorothea and Fannie Belle Atwood all have over 50,000 pounds each and will strike it rich. The other fares range from 4000 to 40,000 pounds.

Boston Arrivals.

Sch. Teazer, 20,000 salt cod, 12,000 fresh cod, 17,000 halibut.
Sch. Robert and Arthur, 30,000 haddock, 10,000 cod, 10,000 hake.
Sch. Raymah, 23,000 haddock, 15,000 cod, 20,000 hake.
Sch. Georgianna, 30,000 haddock, 10,000 cod, 15,000 hake, 3000 pollock.
Sch. Mary C. Santos, 8000 haddock, 30,000 cod, 7000 hake, 8000 pollock.
Sch. Mary E. Silveira, 4000 haddock, 9000 cod, 10,000 hake.
Sch. Frances P. Mesquita, 4000 haddock, 7000 cod, 10,000 hake.

Sch. Francis V. Sylvia, 8000 haddock, 13,000 cod, 2000 hake, 10,000 pollock.
Sch. Olivia F. Hutchins, 3000 haddock, 3000 cod, 30,000 hake, 12,000 cusk.
Sch. Mary T. Fallon, 5000 haddock, 2000 cod, 10,000 hake.
Sch. Ralph Russell, 10,000 cod.
Sch. Thomas J. Carroll, 3000 haddock, 4000 cod, 10,000 hake.
Sch. Rose Dorothea, 22,000 haddock, 15,000 cod, 17,000 hake.
Sch. Fannie Belle Atwood, 23,000 haddock, 15,000 cod, 10,000 hake.
Sch. Almeida, 3000 haddock, 2000 cod, 8000 hake.
Sch. Hortense, 8000 haddock, 7000 cod, 20,000 hake.
Sch. Mary B. Greer, 4000 haddock, 4000 cod, 6000 hake, 3000 pollock.
Sch. Thomas Brundage, 25,000 pollock.
Sch. James and Esther, 25,000 pollock.
Sch. Alcina, 26,000 pollock.
Sch. Thalia, 26,000 pollock.
Sch. Good Luck, 20,000 pollock.
Sch. Blanche F. Irving, 20,000 pollock.
Sch. Etta B., 4000 pollock.
Sch. Fitz A. Oakes, 5000 pollock.
Sch. George E. Lane, Jr., 22,000 pollock.
Haddock, \$2.75 to \$3.50 per cwt.; large cod, \$4.50 to \$5; market cod, \$3; hake, 70c to \$1.50; pollock, 65c to 75c; cusk, \$1.50.

Lunenburg, N. S., Fish Notes.

Sch. Edith Marguerite is under charter by Zwicker & Co., to hold fish for Ponce Porto Rico.

Schs. Mabel H. and Atlas arrived home Tuesday from Halifax, where they have been discharging fish for W. C. Smith & Co.

Schs. Alma Nelson and Hilda Beckman sailed on Monday for Cape Negro to engage in the herring fisheries. They will fish until Christmas.

Sch. Mildred M. Bell of Dublin Shore arrived at Mosher's Island Thursday from a fall fishing trip with about 450 qtls. of fish.

Sch. Rupert is on a passage from Labrador to Halifax with fish for the Halifax Fish Co. The Rupert was at Rose Blanche, Newfoundland, a few days ago.

Sch. Henry L. Montague, with a cargo of dry fish, sailed from Burgeo, Newfoundland, for Oporto, on October 2. Arrived at Oporto October 14, making the trip in 12 days, very fast sailing indeed.

Sch. Beatrice Mack arrived from the banks last Friday with 1200 qtls.

Sch. Aldine is chartered at \$500 per month to load produce at Prince Edward Island for Green Bay, Newfoundland, and fish to Gloucester, as a return cargo.

Newfoundland Herring Fleet.

The Lunenburg, N. S., sch. Colonia, which sailed from her home port October 12, has arrived at Bay of Islands, N. F., for a cargo of salt herring, being the first herring craft to arrive there this season.

The Lunenburg sch. Palatia, bound for Bay of Islands, N. F., for a cargo of salt herring for the Atlantic Fish Co., harbored at Louisburg, C. B., Friday.

Oct. 26.

Questions Canadian Government Decision.

The Clark's Harbor, N. S., Coast Guard questions the decision of the Canadian government as to its jurisdiction over domestic steam trawlers operating outside the three-mile limit. "The deck of a vessel," the paper says, "is but an extension of the territory of the county to which she belongs, and its laws are in full force, whether its flag flies in mid-ocean or in a home port. Therefore the government can veto that kind of fishing by Canadian craft anywhere by making it an unlawful act. As it is, if an offense were committed on board a Canadian ship on the high seas, the culprit would surely be amenable to the law on reaching land. It only remains then to make beam trawling an offense, and the thing must stop." The minister of justice will be asked to pass an opinion on the point here raised.

Seeking Release of Schooner.

The Warren Fish Co. of Pensacola are seriously considering what steps to take in securing the release of their fishing schooner, the Caldwell H. Colt, which they claim was illegally seized by the Mexican government and now detained at Progreso. For five or six weeks the company have been deprived of the use of their vessel, which at the high prices now being obtained for fish from the gulf would net them a big sum of money. It is likely that they will take up the subject with the secretary of the state, with a view of seeing what redress they can secure.